

2006 National Transit Profile

General Information (Millions)

Service Consumption

| | |
|---------------------------------|----------|
| Annual Passenger Miles | 49,504.2 |
| Annual Unlinked Trips | 9,379.4 |
| Average Weekday Unlinked Trips | 30.9 |
| Average Saturday Unlinked Trips | 16.8 |
| Average Sunday Unlinked Trips | 13.0 |

Service Supplied

| | |
|--|---------|
| Annual Vehicle Revenue Miles | 3,670.7 |
| Annual Vehicle Revenue Hours | 246.6 |
| Vehicles Operated in Maximum Service | 101,679 |
| Vehicles Available for Maximum Service | 125,647 |

Financial Information (Millions)

Fare Revenues Earned

\$11,876.8

Sources of Operating Funds Expended

| | |
|---------------------------------------|-------------------|
| Fare Revenues (34 %) | \$10,353.0 |
| Local Funds (29%) | 8,867.2 |
| State Funds (22%) | 6,872.5 |
| Federal Assistance (8%) (**) | 2,523.4 |
| Other Funds (7%) | 1,992.3 |
| Total Operating Funds Expended | \$30,608.4 |

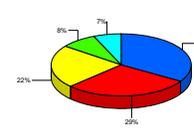
Sources of Capital Funds Expended

| | |
|-------------------------------------|-------------------|
| Local Funds (42%) | \$5,393.6 |
| State Funds (13%) | 1,698.2 |
| Federal Assistance (44%) (***) | 5,552.1 |
| Other Funds (1%) | 108.1 |
| Total Capital Funds Expended | \$12,752.1 |

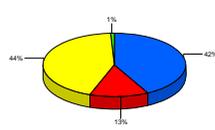
Summary of Operating Expenses (Millions)

| | |
|---------------------------------|-------------------|
| Salary, Wages and Benefits | \$19,770.9 |
| Materials and Supplies | 3,317.1 |
| Purchased Transportation | 3,240.3 |
| Other Operating Expenses | 2,696.2 |
| Total Operating Expenses | \$29,024.6 |
| Reconciling Cash Expenditures | \$1,270.2 |

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Vehicles Operated in Maximum Service and Uses of Capital Funds

| | Directly Operated | Purchased Transportation | Revenue Vehicles | Systems and Guideways | Facilities and Stations | Other | Total |
|--------------------|-------------------|--------------------------|------------------|-----------------------|-------------------------|----------------|-------------------|
| Bus | 42,955 | 8,523 | \$1,484.1 | \$587.4 | \$928.4 | \$167.1 | \$3,167.0 |
| Heavy Rail | 8,913 | 40 | \$419.3 | \$1,648.9 | \$1,471.6 | \$152.5 | \$3,692.4 |
| Commuter Rail | 4,689 | 681 | \$712.3 | \$1,112.1 | \$536.0 | \$118.8 | \$2,479.2 |
| Demand Response | 5,847 | 17,996 | \$105.8 | \$14.6 | \$26.2 | \$6.9 | \$153.5 |
| Light Rail | 1,211 | 58 | \$250.7 | \$2,117.7 | \$580.9 | \$50.2 | \$2,999.6 |
| Ferryboat | 58 | 36 | \$50.0 | \$1.4 | \$73.6 | \$11.1 | \$136.2 |
| Trolleybus | 416 | 0 | \$9.3 | \$12.3 | \$20.8 | \$1.3 | \$43.8 |
| Cable Car | 26 | 0 | \$1.9 | \$1.0 | \$0.0 | \$0.1 | \$2.9 |
| Vanpool | 5,319 | 1,793 | \$28.2 | \$0.3 | \$0.8 | \$0.8 | \$30.2 |
| Automated Guideway | 35 | 36 | \$34.4 | \$0.4 | \$2.9 | \$0.5 | \$38.2 |
| Publico | 0 | 2,974 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Monorail | 0 | 8 | \$0.6 | \$0.0 | \$0.0 | \$0.0 | \$0.6 |
| Inclined Plane | 6 | 2 | \$0.0 | \$0.1 | \$0.0 | \$0.1 | \$0.2 |
| Alaska Railroad | 57 | 0 | \$1.1 | \$6.5 | \$0.5 | \$0.2 | \$8.3 |
| Total | 69,532 | 32,147 | \$3,097.7 | \$5,502.8 | \$3,641.9 | \$509.7 | \$12,752.1 |

Performance Measures

| | Operating Expense per Vehicle Revenue Mile | Operating Expense per Vehicle Revenue Hour | Operating Expense per Passenger Mile | Operating Expense per Unlinked Passenger Trip | Unlinked Passenger Trips per Vehicle Revenue Mile | Unlinked Passenger Trips per Vehicle Revenue Hour |
|--------------------|--|--|--------------------------------------|---|---|---|
| Bus | \$8.3 | \$104.2 | \$0.8 | \$3.0 | 2.8 | 34.8 |
| Heavy Rail | \$8.3 | \$167.2 | \$0.4 | \$1.8 | 4.6 | 92.6 |
| Commuter Rail | \$13.1 | \$411.3 | \$0.4 | \$8.5 | 1.5 | 48.2 |
| Demand Response | \$3.8 | \$54.9 | \$3.0 | \$25.9 | 0.1 | 2.1 |
| Light Rail | \$14.7 | \$216.0 | \$0.6 | \$2.6 | 5.6 | 82.1 |
| Ferryboat | \$133.2 | \$1,182.1 | \$1.0 | \$6.5 | 20.4 | 181.3 |
| Trolleybus | \$16.7 | \$124.4 | \$1.2 | \$2.0 | 8.5 | 63.3 |
| Cable Car | \$91.7 | \$296.0 | \$4.7 | \$5.3 | 17.2 | 55.4 |
| Vanpool | \$0.7 | \$26.7 | \$0.1 | \$3.8 | 0.2 | 7.1 |
| Automated Guideway | \$41.8 | \$492.8 | \$6.8 | \$5.2 | 8.1 | 95.1 |
| Publico | \$1.2 | \$15.8 | \$0.2 | \$1.0 | 1.2 | 15.0 |
| Monorail | \$16.2 | \$146.0 | \$1.5 | \$1.3 | 12.1 | 109.2 |
| Inclined Plane | \$34.6 | \$97.5 | \$3.2 | \$1.2 | 28.5 | 80.3 |
| Alaska Railroad | \$24.1 | \$443.5 | \$1.3 | \$24.1 | 1.0 | 18.4 |

Modal Characteristics

| | Operating Expenses (Millions) | Fare Revenues (Millions) | Uses of Capital Funds (Millions) | Annual Passenger Miles (Millions) | Annual Vehicle Revenue Miles (Millions) | Annual Unlinked Trips (Millions) | Annual Vehicle Revenue Hours | Fixed Guideway Directional Route Miles (*) | Vehicles Available for Maximum Service | Average Fleet Age in Years | Vehicles Operated in Maximum Service | Peak to Base Ratio | Percent Spares |
|--------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------------|---|----------------------------------|------------------------------|--|--|----------------------------|--------------------------------------|--------------------|----------------|
| Bus | \$15,796.5 | \$6,002.8 | \$3,167.0 | 20,390.2 | 1,909.9 | 5,274.2 | 151.6 | 3,423.5 | 64,025 | 6.9 | 51,478 | 1.6 | 25 % |
| Heavy Rail | \$5,287.5 | \$3,217.8 | \$3,692.4 | 14,721.5 | 633.8 | 2,926.9 | 31.6 | 1,623.5 | 11,052 | 21.6 | 8,953 | 1.7 | 23 % |
| Commuter Rail | \$3,764.9 | \$1,862.2 | \$2,479.2 | 10,358.9 | 287.0 | 441.1 | 9.2 | 6,971.8 | 6,300 | 17.3 | 5,370 | 1.7 | 17 % |
| Demand Response | \$2,285.9 | \$221.5 | \$153.5 | 753.3 | 607.1 | 88.3 | 41.6 | N/A | 29,406 | 3.6 | 23,843 | N/A | 24 % |
| Light Rail | \$1,070.1 | \$293.5 | \$2,999.6 | 1,865.7 | 73.0 | 406.5 | 5.0 | 1,280.0 | 1,801 | 15.7 | 1,269 | 1.6 | 42 % |
| Ferryboat | \$366.9 | \$70.7 | \$136.2 | 359.9 | 2.8 | 56.2 | 0.3 | 619.7 | 116 | 21.7 | 94 | 1.8 | 23 % |
| Trolleybus | \$196.9 | \$59.9 | \$43.8 | 163.9 | 11.8 | 100.1 | 1.6 | 423.8 | 609 | 9.0 | 416 | 1.4 | 46 % |
| Cable Car | \$39.9 | \$20.2 | \$2.9 | 8.4 | 0.4 | 7.5 | 0.1 | 8.8 | 40 | 96.8 | 26 | 1.4 | 54 % |
| Vanpool | \$76.9 | \$43.8 | \$30.2 | 689.1 | 110.4 | 20.4 | 2.9 | N/A | 7,974 | 2.4 | 7,112 | N/A | 12 % |
| Automated Guideway | \$94.2 | \$40.6 | \$38.2 | 13.9 | 2.3 | 18.2 | 0.2 | 18.0 | 87 | 9.7 | 71 | 1.1 | 23 % |
| Publico | \$39.7 | \$39.0 | \$0.0 | 176.3 | 32.0 | 38.0 | 2.5 | N/A | 4,118 | N/A | 2,974 | N/A | 38 % |
| Monorail | \$0.3 | \$0.4 | \$0.6 | 0.2 | 0.0 | 0.2 | 0.0 | 1.8 | 8.0 | 44.0 | 8 | 1.0 | 0 % |
| Inclined Plane | \$1.9 | \$2.9 | \$0.2 | 0.6 | 0.1 | 1.6 | 0.0 | 2.8 | 8.0 | 76.5 | 8 | 1.0 | 0 % |
| Alaska Railroad | \$2.9 | \$1.3 | \$8.3 | 2.3 | 0.1 | 0.1 | 0.0 | 958.0 | 103.0 | 26.0 | 57 | 1.0 | 81 % |
| Total | \$29,024.6 | \$11,876.8 | \$12,752.1 | 49,504.2 | 3,670.7 | 9,379.4 | 246.6 | 15,331.8 | 125,647 | 26.0 | 101,679 | 1.0 | 81 % |

(*) Includes some double-counting for bus mode. These are the fixed-guideway miles at the agency's fiscal year end for all levels of service (A through F).

(**) Includes Federal capital funds used to pay for operating expenses. (***) Includes capital funds used to pay for capital projects.

